



CLAIMS. I claim,

1. (Original) (Pending) A device for enhancing the maneuverability of a boat, equipped with one, or two inboard engines, comprising:
 - a. a high velocity water jet pump, attached to the main propulsion engine, by an electro-magnetic clutch
 - b. said electro-magnetic clutch energized by electric switches on the boat's dash board, when needed
 - c. said high velocity water jet pump outlet manifold, connecting to bow and stern nozzles through solenoid valves
 - d. said solenoid valves controlled from the cock pit, by electric switches A, B and C, on the control dash board
 - e. said high velocity water jet pump intake manifold, having a second branch, through a two way valve, that diverts the pumps suction, when needed, to draw water from the bilges, instead of the sea.
 - f. said high velocity water jet pump outlet manifold, having a second branch, through a two way valve, that diverts the outlet water, to a fire fighting manifold, if and when needed
 - g. said electric switches performing, switch A, to supply power either to switch B, in order to turn the boat to starboard or to port or, to supply power to switch C, in order to move the boat sideways, to right, or to left
 - h. said fire fighting manifold, to also be used, in emergencies, to divert the full power of the high velocity water jet pump, using a U section pipe, connecting to transom jet nozzles, (s) to propel the boat
 - i. said switches B and C, through cut off relays, supply also power, from both positions, to the magnetic clutch, to start the pump running, when needed.
2. (Withdrawn) (Any other method, that water jet thrusts can be used to enhance the maneuverability of a vessel, equiped with one, or two inboard propulsion engines. or for any other reason whatsoever, related to this type of vessel.)
3. (Added) Any other method by which, water jet thrusts can be used, to enhance the maneuverability of a motorboat or motoryacht, while in the mean time, with the same equipment on board, as described in our claim 1, being able to pump out excess water from the hull, after a hull damage, and/or fight a fire on board, or on another vessel nearby and finally, use the same means onboard to create an emergency propulsion force, to legally claim and pay towage, instead of salvage fees, if and when needed.